

INFORMAT~~SECRET~~ REPORT
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COUNTRY Hungary

DATE DISTR. 12 October 1948

SUBJECT Locomotive and Rolling Stock Production
for the Soviet Union

NO. OF PAGES 2

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF

SUPPLEMENT TO
REPORT NO.

50X1-HUM

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1. **Locomotives:** Since 1945 certain locomotive works have been producing ex-
clusively for the Soviet Union. One such firm is the MAV Gepgyar factory
in Budapest, which is under the supervision of a Soviet Board of Super-
visors.
2. In this factory the "424" type locomotive is now being superceded by a
newer and larger design, which will stand up better to the rigorous
Russian winter conditions.
3. The design allows for sufficient clearance for the engine to be used on
either the broad Russian gauge or the normal European gauge. The axle
seating for the wheel centers allows for either gauge.
4. Estimated particulars of the "424" locomotive are as follows:
Wheels - total, 8 pairs
coupled 5 pairs (This implies a locomotive of the 4-10-2 wheel
formation)
Weight - 100 to 105 tons
Horse Power - 1,300 (approximately)
Maximum weight behind the tender on the level - 2,000 tons
5. The new locomotives are similar to the American heavy freight engine with
an unusually long boiler. There are ten-coupled type locomotives as well,
capable of pulling 2,500 tons behind the tender on the level. These loco-
motives all bear a five figure number, the first two figures being the
serial number of that type. This series all begin with the figure 5.
It is estimated that the MAV Gepgyar produce five or six engines a month
but the total number transported to the Soviet Union to date does not
exceed 500.
6. New locomotives are given a steaming test on a length of five foot gauge
track, approximately 400 meters long. After this they are fitted with
normal gauge wheels and taken to the Soviet frontier, on the route Budapest-
Debrecen-Cop. At Cop the broad gauge wheels are fitted.

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Document No. 5
NO CHANGE in Class. ☐
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Class. CHANGED TO: TS S
Auth: DDA REG. 77
Date: 3 MAY 1977
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7. Rolling Stock: The Mav Gepgyar and another factory at Gyor are also building freight car rolling stock for the Soviet Union. These are of the 40 to 60 ton type with eight axles on bogies. The wheel seating on the axle is such that the wheels can easily be altered in workshops to either gauge should this be required at any time. The Gyor factory is also understood to be building some 40 ton tank cars.
8. The broad gauge axles for this rolling stock are also fitted at Cop where they are handed over to Soviet railway authorities.

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